



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

tory. Then follows a series of chapters on such topics as tunnels, bridges, terminals, equipment, etc. Not a mere description of any of these—we see the rivers spanned, the mountains pierced, and other rivers undermined to make the new highways of travel and commerce. The best part of the book is found in the chapters dealing with the management and operation of the road. Here we are introduced to presidents, managers, superintendents, general passenger agents, traveling passenger agents, train dispatchers, engineers, conductors, brakemen, and a variety of other actors in this drama of transportation. We meet them at their work and are given their views and ambitions largely in their own words. Over a hundred clear and attractive illustrations further add to the vivid mental picture that the various chapters produce. The book might well have been called an inside view of railroading.

The New Garden of Canada. By F. A. TALBOT. Toronto: Cassell & Co., Ltd., 1911. 8vo, pp. viii+308.

Until the recent activities of the Grand Trunk Pacific Railway Co. opened up to the light of day that section of country lying between Edmonton and Prince Rupert, its economic resources and its scenery were completely buried in obscurity. Nor can it be said that they are yet more than slightly appreciated. In the book the author, an Englishman visiting in Canada, gives a narrative and descriptive account of a trip made by pack train and canal through this new British Columbia. The narrative is replete with well-told incident and excellent description, supplemented by more than forty splendid photographs. Of the natural resources and economic possibilities we are given little more than mere suggestions, the avowed purpose of the author being rather to awaken the interest. In this he has undoubtedly succeeded.

Essai sur la police générale des grains, sur leurs prix et sur les effets de l'agriculture. By CLAUDE-JACQUES HERBERT. Paris: Librairie Paul Geuntliner, 1910. 8vo, pp. xlivi+vii+166. Fr. 7.50.

This essay, written in 1755, has been reprinted as a part of the "Collection des économistes et des réformateurs sociaux de la France." A supplement written in 1757 and two brief letters on the same subject are included.

The essay was widely circulated and read immediately after its first appearance, being published in London, Dresden, and Berlin. It is a vigorous and effective attack on the French policy then in vogue of attempting to make grain cheap and plentiful and to avoid famines, by strictly regulating the trade in this commodity, and by checking or entirely prohibiting its exportation. An introduction of some 40 pages by Professor Edgard Depitre gives an excellent historical setting.